

State of California  
Business, Transportation and Housing Agency  
Department of Transportation

HIGHWAY FINANCIAL MATTERS  
Seismic G-11 Allocations  
Resolution: Information Item

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CTC Meeting: April 3-4, 2002

Reference No.: 2.5f.(3)

*Original Signed By*  
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Chief Financial Officer  
April 1, 2002

## **ALLOCATIONS FOR SEISMIC RETROFIT PROJECT**

### **SEISMIC RETROFIT BOND ACT OF 1996 (PROPOSITION 192)**

#### **INFORMATION**

##### **BACKGROUND**

On March 30, 1994, the California Transportation Commission delegated to the Department authority to allocate funds by Resolution G-11, as revised by Resolution G-94, for seismic retrofit project. This authority allows the Department to begin work without waiting for the next CTC meeting to receive an allocation.

This project is part of the legislatively mandated Bridge Seismic Retrofit Program (SB131), approved by the Governors Office on March 15, 1994.

##### **SUMMARY AND CONCLUSIONS**

Pursuant to the authority granted by Resolution G-11, Proposition 192 Bond Funds of \$277,000 was allocated for one (1) seismic retrofit Phase II project.

Project #1, in Oakland. – Supplemental G-11 Allocation was required to provide additional traffic handling to satisfy the City of Oakland's Stipulation which restricted construction on the surface streets to night time and weekend work.

##### **HISTORY**

Under the Phase 2 Seismic retrofit program, High Street Overhead (OH) structure was determined to be vulnerable under seismic events. The selected retrofit strategy to address this vulnerability was to replace the structure, (project EA 165421). As a result of the selected replacement strategy, the existing Union Pacific rail traffic, which passes under the OH structure, would have to be rerouted to provide access during construction of the new High Street OH structure. To expedite the construction to replace High Street OH, the rerouting of Union Pacific trains would need to be done in advance of the replacement of High Street OH. Therefore, the work required to reroute Union Pacific trains was split out of the seismic retrofit contract and a separate contract was created, (project EA 165411). The original

G-11 request for EA 165411 was for \$533,000, approved in November 1999, and was required to bring Union Pacific's out-of-service tracks into service to reroute trains away from the High Street OH

In November 2001, the City of Oakland stipulated that when Union Pacific tracks were being worked on at surface streets, work would be restricted to night time or weekend work. Supplemental funding is required to provide traffic handling for night time or weekend work; and to cover some of the costs of track removal and repaving on the city street.

Attachment

## Highway Financial Matters

Project # Amount County Dist-Co-Rte Postmile	Location Project Description Allocation History	EA Program	Budget Year Item # Program Codes	State Federal Total Amount
<b>2.5f(3) Informational Report - Seismic Retrofit G-11 Allocations (Phase 2)</b>				
1 \$277,000	Union Pacific Railroad Company at High Street Overhead Structure.	165411	1999-00 801-0653	\$277,000
Alameda 04-Ala-880 27.4	The original G-11 request was required to bring UP's out-of-service tracks into service to re-route trains away from High Street Overhead. Re-routing trains is required to provide access for the seismic retrofit / replacement of High Street OH, EA 165421. In November 2001 the City of Oakland stipulated that construction on UP's tracks at High Street would be restricted to night and weekend work. Supplemental funding is required to provide traffic handling for night and weekend work for track removal on city streets.	Seismic Phase 2	301-0042 301-0890 20.20.202.381 202/381	\$277,000
	Initial (G-11): 11/23/99: \$533,000 Supplemental Allocation (G-11): 02/20/02 \$277,000 Revised Allocation (G-11): 02/20/02 \$810,000			